

Much Construction Work On Road to Washington

Conditions on Main-Travelled Highway to Nation's Capitol Outlined by American Automobile Association—Where Detours Are To Be Found

Work construction work is in progress on the main highway between New York and Washington. At this season traffic over this important highway is at its heaviest. The Touring Bureau of the American Automobile Association has compiled the following summary of prevailing conditions:

The Lincoln Highway from New York to Washington is now open and in good condition since the completion of the new concrete road between Landon and Manassas, running along the west side of the Pennsylvania Railroad. Between New Brunswick and Washington the road is still closed, and it is necessary to turn left on George Street in New Brunswick, and follow the Cranbury Turnpike through Dayton to Cranbury. Here turn right, run west about six miles, and turn left on the Old Brunswick Turnpike, which leads direct to Trenton.

The Lincoln Highway between Trenton and Philadelphia is in places in fairly good. The chief difficulty between Philadelphia and Harrisburg is the two main roads are available. The old road through Wilmington, Elkton and Dover is in bad condition, and the new road is in places in good condition, and it is necessary to rely on the new road via Philadelphia, Concordville, Kennett Square, Pottsville, Reading and Coalingo. The new detours are necessary near Coalingo, just outside of Philadelphia, but they are in good condition, and should cause no trouble.

The road from that point to Chadds Ford is excellent, but from the latter point to Hamorton there is a detour. The detour is in dry weather, but is very good in wet weather. From Hamorton to Kennett Square and Coalingo, the road is in good condition, and is a very good hard road. The way to Rising Sun. There is a stretch of road in the center of this town which is almost impossible in wet weather, and just beyond a stretch of road is under construction, necessitating another detour.

Motorists are advised to disregard detour signs directing travel to the left, because there will be found a dirt road, which winds back to the right again several miles further. The rest of the road to Baltimore and Washington is all good.

Map motorists are using a much larger map, which follows the Lincoln Highway from Philadelphia to Gettysburg, and then to Washington, via Frederick. This alternative is about 75 miles longer than the direct road, but provides good hard surface all the way.

Further details covering both routes, including strip maps, showing miles, crossroads, etc., are available at a nominal price at the A. A. A. headquarters, 501 Fifth Avenue, New York City.

Three or Four Day Trip Through Catskills

A comprehensive tour by automobile through the Catskill Mountains covers about ten great distances to be made in a week end run. Three or four days can be enjoyably spent on a trip through this scenic district, but it is possible to traverse some of the most attractive country in southern New York within the limits of a week end.

Its 60-horsepower motor takes it with silent power and ease at two miles an hour, or a mile-a-minute, on high gear.

Its 126-inch wheelbase, with perfectly balanced chassis, gives to this car riding qualities that are truly remarkable.

Cord tires and shock absorbers are standard equipment. Upholstery is genuine hand-buffed leather. Silver-faced speedometer and jeweled 8-day clock are mounted on circassian walnut-finished instrument board.

Studebaker owners in the Metropolitan District will receive prompt, painstaking attention at all times—the new Service and Repair Station, 219-23 W. 77th St. assures just that.

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Truck Goes Out as a Camp Car



"Every boy wants to know how to give his mother the time of her life," says Harry J. De Bear, New York Maxwell-Chalmers manager at 1808 Broadway. "Here is the perfect way to do it in detail, and we know it works, because Howard E. Parker and his mother, Mrs. L. J. Gray, of Seattle, Wash., arrived in New York last week in their Maxwell 14-ton worm drive truck and told us of the fun they are having, touring the country a la Maxwell Truck. The accompanying picture shows the complete outfit, canopy express body, pneumatic tires in front, solids in the rear; stocked with provisions and fitted with cooking utensils, beds, electric lights, tents, etc."

Mr. Parker was in the motor transportation business in Seattle and employed Maxwell trucks. He knew what they could do, so when the time came this summer to give his mother that one grand vacation which had been his dream from boyhood he sold his business and said "here is where mother and myself put in six months of travel."

"They went by rail to the Maxwell Detroit factory, purchased a new Maxwell truck and headed for New York, via Toledo, Ohio, Cleveland, Erie, Penn., Buffalo, New York and Albany. Stopping at the Maxwell-Chalmers salesrooms on Cedar Circle, New York, they asked us the way to Coney Island. There they camped a night and then visited the New Jersey coast resorts. On the trip across the country Mrs. Gray had learned to drive and was planned to relieve her son in guiding the car across the continent."

"They are now on route to Seattle by way of stops along another route. Mr. Parker says he is averaging 15 miles to the gallon of fuel and so far he has not been delayed an hour by either tire or mechanical adjustment."

License Plates Already Here

Two carloads of automobile license plates have already reached the New York office and four others are on the road. The contract calls for approximately 600,000 sets of plates. Next year they will have fourteen backgrounds with black numerals. After next year the plates will be manufactured by prison labor.

From December on, Secretary Hugo will urge all motorists to apply early for their plates. This will assist in relieving the congestion that annually comes to all three offices the last of January and the first part of February, when thousands stand in line for hours, waiting for their plates.

The New York office is being enlarged, a part of another floor having been taken over in the building at Broadway and Sixty-fifth Street.

New Fees for Autos Promise Much Confusion

It will be hard job for Owners to Figure Out Rates—Hugo to Ask Clubs' and Dealers' Help

ALBANY, Sept. 13.—To help automobilists to determine correctly the amount of their registration fee next year, Secretary of State Francis M. Hugo contemplates asking all motor vehicle dealers and automobile clubs throughout the state to assist motorists, and in so doing help his office in handling the tremendous amount of business that will come in January, February and March, when 500,000 or more cars will be registered, as well as 200,000 or more chauffeurs and operators will be licensed.

Mr. Hugo called the heads of his New York, Buffalo and Albany offices together a few days ago to discuss the situation that will confront the state's motor vehicle bureau. He is generally conceded that the legislation enacted last winter will serve to complicate the figuring of one's fee, for the age of the car as well as the original list price of the vehicle must be figured along with the horsepower of the engine, in arriving at the amount which must be paid over to the state for the registration of the car.

When the renewal cards are sent out in December they will carry as much information as the records in Mr. Hugo's office show, but it will be up to the motorist himself to furnish and wear to the age of his car, its cost price and horsepower.

Secretary Hugo believes that with the cooperation of dealers a great deal of the difficulty can be smoothed over. The owner of a car can go to his dealer and ascertain all the facts necessary in filling out the application, dealers being first instructed by Mr. Hugo as to the provisions of the new law.

Season's Racing Is Triumph for Goodyear

Winners in Main Events Have Ridden on "Cords" of This Make

Joe Boyer, driving a Frontenac, won the Labor Day race at Uniontown. Ross Seales, in a Philbird, was second, and Louis Chevrolet, driving a Frontenac, took third money. All three of the winners were on Goodyear cords. The time was 2 hours 24 minutes 18.8 seconds, a pace of 24 1/2 miles an hour. There was a very little tire trouble among the winners, Seales making a non-stop run.

Looking back over the season's racing events it is interesting to note that every winner in the main events has been on Goodyear cord tires. Cliff Durant won the first big race at Santa

Monica, driving his Chevrolet Special, on March 15, beating Eddie Hearne, L. C. and Pullen, Raceway Series won driving a Buick, on March 23, at the Uniontown event on May 12, in a Duesenberg. The race of the year, the 100-mile event at Indianapolis, on the day after Memorial Day, was won by Howard Wilcox, in a Peugeot, beating Ralph De Palma, the favorite.

Although the race was run over a brick track, the tire performance was unusual. Jules Goulet and Danny Hickey both went the entire distance on Goodyear cords without a tire change. Wilcox, the winner, had two Goodyears to stand the pace for the whole race, as did Eddie Hearne, who ran second.

At Sheepshead Bay on June 14, Ralph De Palma came into his own when he won the fifty-mile race that day in his Packard, going at the rate of 117.7 miles an hour without tire change. Gaston Chevrolet, in a Frontenac, going at an average speed of 103.3 miles an hour, won the 100-mile event made at Uniontown, on July 4, and Tommie Milon again won at Uniontown on July 19 in a Duesenberg. All these races were won with Goodyear cord tires, and the performance of the "whos" has been one of the outstanding points of the entire racing season.

Howard and White Plan New Car

Former Cadillac Officials Hint at Advanced Design in Chassis

D. McCall White and E. C. Howard, who recently resigned from high positions with the Cadillac Company, are preparing to enter the market with a new car. Mr. White, a native of Glasgow, Scotland, and a student of the Royal Technical College there, entered the motor car field in 1902. He became chief engineer of the Daimler Motor Car Company, Ltd., of Coventry, England, and general manager of the company's branch in New York, Italy, White in Naples, Mr. White was the companion of King Edward VII and Queen Alexandra, of England, on various automobile trips.

Upon his return from Italy, Mr. White became chief engineer and works manager for Napier & Son, Ltd., the Napier car of Mr. White's design held the world's speed record.

He came to this country in 1914, and associated himself with the Cadillac Motor Car Company. He was personally responsible for the design of the Cadillac eight cylinder car, which created such a sensation in 1914. He became chief engineer of the company, and in 1917 he was named president of the Cadillac Company.

E. C. Howard, after leaving the National Cash Register organization, entered the sales department of the Cadillac Motor Car Company, rising to the position of general sales manager. He was an important member of the Cadillac organization for twelve years.

The type of car, its name and the location of the factory have not been made known. An inquiry may be gained, however, from a statement by Mr. Howard. "The war," he says, "with all its attendant engineering experiences is behind us. We learned many valuable lessons in the design and construction of automotive machinery. In England and France some of these lessons have already influenced the design of certain motor cars in America, we expect to be among the first, if not the first, to give the public the benefit of these marvelous advances in design."

Hirst Now Ready to Deliver Commercial Fords

Albert Hirst, Inc., whose agency is the largest and oldest in New York, is in a position to make prompt deliveries of all orders taken now for Ford commercial wagons, trucks and bodies suitable for every need. The service station at 302-4 West Sixty-eighth Street is equipped to meet the requirements of all Ford vehicles and has 5,000 square feet of floor space.

The Hirst motto is "Prompt and Efficient Service." A stock of spares and accessories for Ford commercial and passenger cars is carried in stock at all times.

Roads Must Be Divided Into Classes—Diehl

Freight and Passenger Traffic Cannot Be Carried Over One and the Same Type in the Future

WASHINGTON, Sept. 6.—Freight roads and passenger roads are probabilities of the future in congested sections of the country, according to George C. Diehl, chairman of the A. A. A. Good Roads Board, who has sent a communication to this effect to the office of the chief of engineers of the War Department, in response to a communication from General W. M. Black.

Mr. Diehl thus comments on the up-to-date highways problem: "There will never be a time when all roads are of equal durability and carrying capacity. Highways and railroads are analogous, in that they are both designed to carry traffic, and general rules which have been developed through scientific management of railroads apply as well to highways. The heaviest locomotives and rolling stock are carried on roads like the New York Central and Pennsylvania and Union Pacific. Their use over lighter constructed railroads would ruin the roads in a comparatively brief period."

"There must come a classification of highways. Over Class I the heaviest motor trucks and trailers would be permitted. Each truck should have large figures conspicuously placed on the sides to indicate the total weight that it was permitted to carry. Operators and owners of trucks should be prosecuted for using the heaviest trucks on roads designed for lighter traffic. It would be comparatively simple to enforce such provisions, as there seems to be no defense of the proposition of permitting one or two heavy trucks to ruin an investment of many thousands of dollars on the lighter constructed highways."

"At road intersections the highway capacity could be indicated as the highway department should, I believe, have

a traffic department under a chief traffic engineer, to do not with construction and maintenance, but merely with the control of traffic. It is extremely likely that it would result ultimately in a system of freight roads and passenger roads, and that wider and parallel roads would be found to be the most economical method of laying out the highway system."

Overize Tires Live Longer and Help Car

Overize tires were originally built for use where unfavorable road conditions, or excessive loads made the regular tire equipment of a car short lived. Because of their added strength and increased resiliency, overize tires absorb the shocks and bruises that break the regular size tires. Their extra strength and thickness minimize punctures. Their increase in size produces a 30 to 35 per cent. greater cushioning power.

Thus the overize tire has an opportunity to live longer, to give greater comfort in riding, which means less cost of upkeep of both car and tires.

Change To Be Made In Taxing Automobiles

Drastic changes in the administration of the excise tax on the automobile industry are being considered by the Bureau of Internal Revenue of the Treasury Department, following a series of conferences between the tax officials, and representatives of the National Automobile Chamber of Commerce and the Motor and Accessory Manufacturers Association.

The first of these changes will be made public shortly, in the form of an important Treasury Decision, concerning the method of collecting the excise tax on parts and accessories.

Cities Will Have To Plan Housing Of Motor Cars

Architects Seemingly Do Not Realize the Extent of the Problem Before Them in the Future

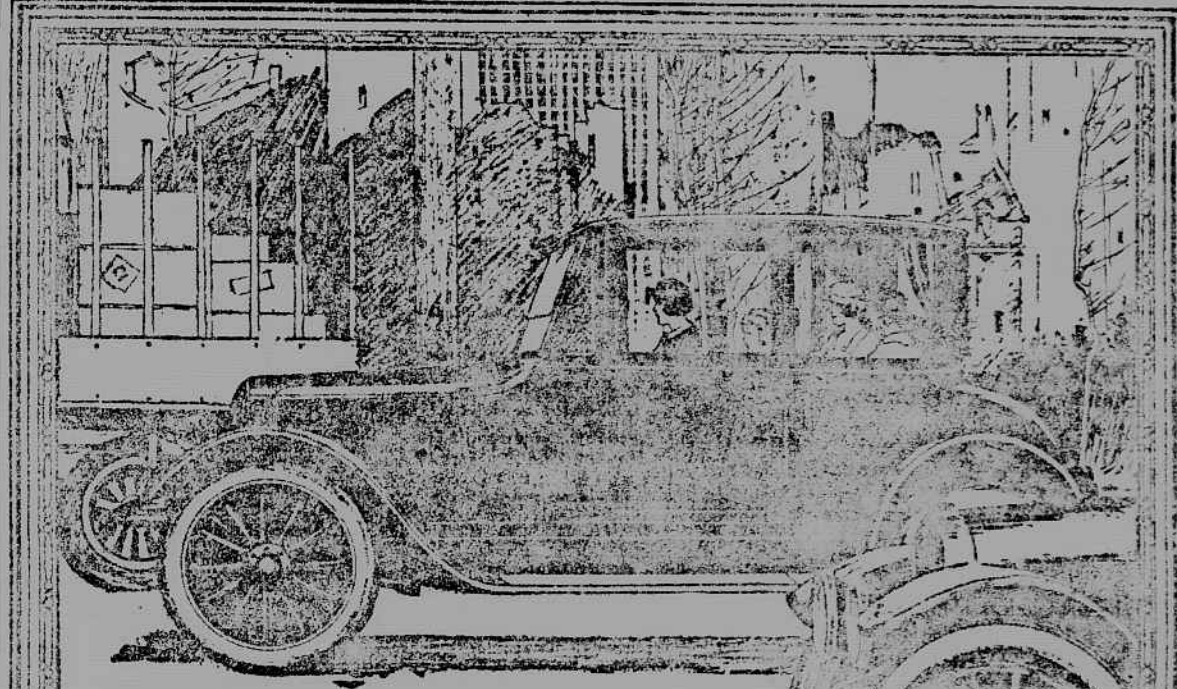
Henry Ford is reported to have in mind the construction of a "gasoline buggy" which will be still less expensive than any he has ever perpetrated, says J. Horace McFarland, in "Civic Comment." He is not the only automobile manufacturer who has in mind a tremendous expansion in production.

Recently it was discovered that the highly paid shipworkers who had occupied certain charming little homes in the government-built village of Hilton, near Newport News, Va., were storing their automobiles on the front porches of their houses, the design of the village not having included either public or private garages.

It is obvious that these machines must be stored. It is desirable, probably, that they be stored close to the homes of the owners. Many instances come to the mind of any one of how the cheap garage has been introduced into the backyard, the tiny little garden and looking in the city no less uncomfortable and inappropriate than a boiler on the owner's nose!

Yet with the great housing movement necessarily going forward in the United States it is not noticed that the architects and the town planners have not realized the necessity for providing adequately for the automobile. None of the new government projects, admirable in many ways, makes any provision for automobile storage beyond the provision of locations for public garages. The automobile is still architecturally considered as a luxury, a possession of the wealthy man, despite the fact that 6,000,000 gasoline propelled machines use American streets and roads.

Isn't it time for the architects and town planners to become aware that these 6,000,000 automobiles in the nation will soon be doubled in quantity and must be stored, and that they must be parked when away from the garage, some part of the day?—Philadelphia Public Ledger.



Perfect Control In Traffic

The use of an enclosed car usually means much driving in traffic. Under the usual conditions of enclosed car driving, the Holmes Improved Air-Cooled car handles with a security of control that gives unusual confidence to the driver.

The Holmes Improved Air-Cooled motor with dual exhaust valves, aeroplane type construction, eighteen valves all in the head affords a flexible speed range of from three to fifty miles an hour on high gear.

The electric starter is so constructed that the motor cannot stall in conditions of emergency; the starter alone will keep the motor running with power sufficient to move the car.

The foot brake, operating on the transmission brake drum and multiplying the effort applied at the pedal, gives a perfect braking hold and eliminates tendency to skidding.

Gear shifting is greatly reduced through the smooth, even pull of the motor under conditions of low throttle; it is not necessary to change gear in order to get away quickly.

And the Holmes Air-Cooled motor is not restricted in its satisfactory operation by weather conditions. There is nothing in the cooling system to boil or to freeze.

That such operation may be secured in a car of 126-inch wheelbase and of proper size for the comfort of from five to seven passengers is proof that high operating cost is no longer necessary in a properly sized car and that the price of economy is no longer restricted carrying capacity and cramped discomfort.

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